

## Proposed DCSM Amendments

### 1. 601.02 Functional Classification of Streets:

E: Urban Street: Urban streets are streets that are designed to create safe movement for all users including transit, motor vehicles, bicycles, and pedestrians within urban centers of the County. All urban streets in urban centers shall be designed to accommodate the needs of users who want to access or pass through the community, neighborhood, surroundings or areas planned as urban centers. Urban centers refer to centers of commerce, centers of community, and urban mixed use (UMU) areas or as identified in Small Area Plans as shown on the Comprehensive Plan Long Range Land Use Map. Urban centers also refer to areas considered as a Town Center with Special Use Permit or are zoned Village (V) or within a Mixed Use Zoning District (MUZD). Typical elements that may make up an urban street include sidewalks, bicycle lanes, on-street parking areas, shared-use paths, transit stops, and pedestrian facilities including crosswalks, median islands, accessible access/ramps, and curb extensions all integrated to allow easier and safe access balancing safety and convenience for everyone using the street. Any element of the urban street standards may be waived by the Director of Transportation with reasonable and acceptable justifications.

### 2. 602.03 Trip Generation Standards:

- A. For residential development, the twenty-four (24) hour trip generation rate per dwelling unit shall be utilized in accordance with Table 6-1.
- B. For commercial, industrial, institutional, and other non-residential development, the rates shown in the current edition of the Institute of Transportation Engineers' Reference Book, "Trip Generation Manual," shall be utilized.
- C. For evaluating traffic generation of mixed use including transit-oriented development, internal trip-capture estimation may be utilized by a method approved by VDOT and the County Department of Transportation or in accordance with Section 620.06 Trip Generation paragraph G of the Prince William County DCSM.
- D. All projected average daily trips (ADT), vehicles per day (VPD) shall be shown at each ingress/egress point and surrounding roadways.

**3. 602.16.2 Alleyways in Planned Districts:** Alleyways shall be discouraged in proposed residential developments where street networks are planned and designed to be publicly maintained. **However, they may be allowed in MUZD districts and in town centers by right and in any PMD or PMR Zoning Districts subject to Special Use Permit (SUP) Conditions.**

A. Alleyways shall be a minimum of twelve feet (12') wide if one-way and twenty- two feet (22') wide if two-way, measured from edge of pavement to edge of pavement. Parking along alleyways shall not be allowed and traffic control signs ("No Parking," "Stop" signs etc.) shall be required.

B. Ingress/egress and maintenance easements shall be required for all alleyways. The easement width for a one-way alley shall be eighteen feet (18') and for a two-way alley shall be twenty-eight feet (28'). Additional easement width will be required at the intersections to accommodate signage and ensure clear intersection sight distance

C. Standard maintenance note for alleyways will require the notification of owners of lots being served by the street of their obligation for the maintenance of the alley.

D. Geometric, vertical and horizontal design of alleyways shall be in conformance with the requirements of Section 602.15 of the DCSM unless deemed not necessary by the Director of Transportation.

E. The length of the driveway accessing an alleyway shall be eighteen feet (18') measured from the edge of pavement (EP) or face of curb (FC) of the alleyway to the edge of the garage.

F. Dead-end alleyways are generally discouraged, but if allowed due to special circumstances, a standard turnaround that will accommodate a forty-five foot (45') long fire truck or emergency vehicle shall be provided if required by the Fire Marshal.

G. If parking is not available on the main roadway fronting single family detached lots served by rear alleyways, three (3) on-site parking spaces, exclusive of the garage, shall be provided for each lot.

H. Adequate intersection sight distance shall be required and verified on alleyway intersections. On-street parking shall not be allowed on street intersection approaches where lines of sights are verified to achieve clear adequate sight distance.

I. Entrances to and exits from alleyways should be designed with turning radii adequate to accommodate the size and type of vehicle expected to access the alleyways. Alleyways will require the review and approval of the Fire Marshal if it is designated as a fire access road.

#### **4. 610.00 TRANSPORTATION SYSTEMS-OFF STREET PARKING**

##### **610.01 General requirements for Off- Street Parking**

**F.** For mixed use developments, parking requirements shall be calculated by the applicant and submitted for evaluation at the time an application is submitted for a rezoning request. The applicant shall submit the methodology, assumptions, and data used in performing the calculations. Parking standards shall be established with a rezoning approval of the mixed use development. The following shall apply:

- a) In the MUZD, the minimum number of required spaces can be reduced 15 percent from the requirements in the DCSM when a transit center is within the Master Zoning Plan.
- b) In all districts, parking provided shall not exceed 120 percent of the minimum parking requirement contained in the DCSM, unless a parking structure is provided.
- c) Interim and special situations will be considered at the time of the application with the applicant providing a phasing plan along with the Master Zoning Plan.

**G.** The parking lot may be provided on a lot other than that lot on which the principal use is located, provided:

- (a) The entire parking lot is within five hundred (500) feet of the nearest boundary of the record lot on which the use is located; and
- (b) A legal arrangement assures the permanent availability of the parking lot, and is secured prior to final site plan approval.

**H.** In circumstances when no customer or public entrance or access is located at the rear, no more than five percent (5%) of the required spaces shall be located in the rear of buildings or retail uses.

**I.** In the event a question shall arise regarding the classification of a use for application of these standards, the Director of Transportation shall determine the classification after consultation with the Director of Planning.

**J.** All required access streets, aisles, travel ways, and parking lots, except those used for single-family detached lots or areas used for vehicle storage in the M-1 and M-2 zones, shall be constructed and maintained with a paved surface. In commercial developments, paved parking areas shall be required or demonstrated to be available for each tenant requesting an occupancy permit. Paved parking areas and structures shall be designed in accordance with this section and Detail 650.06 of this manual. The Director of Transportation may allow a waiver for the use of alternate surfaces such as dustless

surface, GEO GRID or grass reinforcing for aisles, travel ways, off-street parking in commercial developments or developments maintained by the property owner. It will be based upon determination that such alternative of modifications will not have an adverse impact on the surrounding area and on the site. The adverse impact may include but not be limited to, circulation, public safety, storm drainage and/or storm water management, water quality and erosion and sediment controls.

K. Visitor parking spaces should be dispersed evenly throughout the development in a distance of no greater than 150 feet to the units they serve.

**5. 610.03 Parking Credit Allowance:** The Director of Transportation, with concurrence of the Planning Director, may authorize, upon request of a property owner, a parking credit allowance. Such requests shall be in writing, shall state the reasons for the request, and shall include studies, surveys, reports or other evidence to support the request. A parking credit allowance may be authorized as follows:

A. Up to thirty percent (30%) of the required parking spaces may be waived when the use is located in Mixed Use Zoning District or an area of development that normal individual demand will not be generated. In considering this waiver request, weight shall be given to the availability of public transportation, the proximity of commercial or public parking garages or lots, and the expected overlap of commercial and employment activities in the area.

B. Credit may be given for parking spaces required for one use when parking spaces required for another use on the same lot, or on an adjacent lot, approved under Section 610.01D of this manual, can be used because of a difference in normal operating hours. This credit may be given for up to seventy-five percent (75%) of the required spaces when no overlap in normal operating hours occurs, and up to twenty-five percent (25%) of the required spaces when an overlap of less than four (4) hours per day occurs, provided that a legal agreement is executed when different property owners are involved.

C. When public parking is provided within 500 feet of a site, nonresidential developments may request a modification of up to fifteen percent (15%) of the parking standard provided no additional credit for parking spaces is applied. The request for modification must include a parking tabulation study for all nonresidential development within 500 feet of the public parking facility.

D. All parking credit allowances shall be subject to the authority of the Planning Director to increase spaces under the provisions of Section 610.01A of this manual.

## 6. 802.10 Buffer Areas in General:

J. For areas within a MUZD, buffer areas between proposed uses should be reviewed on a case by case basis and may be waived through Administrative approval.

TABLE 8-1 MINIMUM BUFFER AREA REQUIRED														
Proposed Use/Development	Adjoining Existing Use/Development													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>RESIDENTIAL</b>														
1. Single-Family Detached		A	B	B	B	D	D	B	C	B	C	C	C	B
2. Single-Family Weak-Link (used only for previously approved weak-link developments that are still valid)	A		A	B	B	D	D	B	C	B	C	C	C	B
3. Single-Family Attached	B	A		B	B	D	D	B	C	B	C	C	C	A
4. Multifamily	B	B	B		B	D	D	A	C	B	C	C	C	
<b>PUBLIC/SEMI-PUBLIC</b>														
5. Institutional (e.g., schools, church, library)	B	B	B	B		A	D	A	A	A	B	C	C	
6. Public Recreational Use - Passive	D	D	D	D	D		D	B	B	B	B	B	C	
7. Public Recreational Use - Active	D	D	D	D	D	D		D	D	D	D	D	D	
8. Care Facilities (e.g., nursing home)	B	B	B	A	C	B	D		C	A	B	C	C	
9. Public Facilities (e.g., pump station, treatment plant)	C	C	C	C	A	B	D	C		B	B	A	A	C
10. <b>OFFICE</b>	B	B	B	B	A	B	D	A	B		A	B	B	
11. <b>COMMERCIAL/RETAIL</b>	C	C	C	C	B	B	D	B	B	A		A	B	
<b>INDUSTRIAL</b>														
12. Light	C	C	C	C	C	B	D	C	A	B	A		A	D
13. Heavy	C	C	C	C	C	D	D	C	A	B	B	A		C
14. <b>MIXED USE</b>	B	B	A						C			D	C	

A, B, C- Buffer width in accordance with Table 8-2.

D- Determined on a case-by-case basis, depending on the activity.